

National Transportation Safety Board  
Washington, DC 20594

Brief of Accident

Adopted 03/02/2001

CHI00LA059					
File No. 243	01/19/2000	WARSAW, IN	Aircraft Reg No. N9457B	Time (Local): 23:07 EST	
Make/Model:	Cessna / 208B			Fatal	Serious
Engine Make/Model:	P&W / PT6-A-114		Crew	0	0
Aircraft Damage:	Substantial		Pass	0	0
Number of Engines:	1				Minor/None
Operating Certificate(s):	On-demand Air Taxi				1
Name of Carrier:	PLANEMASTERS LTD				0
Type of Flight Operation:	Non-scheduled; Domestic; Cargo				
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter				
Last Depart. Point:			Condition of Light:		
Destination:			Weather Info Src:		
Airport Proximity:			Basic Weather:		
Airport Name:			Lowest Ceiling:		
Runway Identification:			Visibility:		
Runway Length/Width (Ft):			Wind Dir/Speed:		
Runway Surface:			Temperature (°C):		
Runway Surface Condition:			Obstr to Vision:		
			Precipitation:		
Pilot-in-Command	Age: 44		Flight Time (Hours)		
Certificate(s)/Rating(s)			Total All Aircraft:		
Commercial; Single-engine Land			Last 90 Days:		
Instrument Ratings			Total Make/Model:		
Airplane			Total Instrument Time:		

According to the pilot's written statement, he taxied the airplane to the approach-end of runway 27 and announced on the UNICOM frequency his intentions of taking-off runway 27. The pilot reported that, shortly after takeoff, he '...noticed a plow truck coming south, and started to abort and realized I couldn't and tried [to] keep flying, but couldn't, and put it [the airplane] down turning to miss any objects...'. The aircraft impacted the perimeter fence of the airport and came to rest on a railroad track embankment. The pilot did not report any anomalies with the airplane or its engine. The pilot stated that he did not hear any advisories from the plow truck on the UNICOM frequency. According to the snow-plow operator's written statement, he was removing snow from the taxiway for runway 18-36 which was approximately 100 feet north of runway 09-27 at the time of the accident. The snowplow operator stated that runway 27 had been cleared of snow earlier in the evening, but had accumulated approximately .25-inches of snow at the time of the accident.

Brief of Accident (Continued)

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Occurrence #1:      MISCELLANEOUS/OTHER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. AIRPORT EQUIPMENT, SNOW REMOVAL - OTHER
2. (C) UNSAFE/HAZARDOUS CONDITION - MISJUDGED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - SNOW
4. (F) LIGHT CONDITION - DARK NIGHT

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Occurrence #2:  
Phase of Operation: LANDING

Findings

5. (F) PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

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Occurrence #3:      OVERRUN  
Phase of Operation: LANDING - ROLL

Findings

6. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED

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Occurrence #4:      ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

Findings

7. (F) OBJECT - FENCE

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Occurrence #5:      ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

8. (F) TERRAIN CONDITION - OTHER

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
the misjudged unsafe/hazardous condition by the pilot. Factors to the accident were the precautionary landing being performed by the pilot and the snow covered runway. Additional factors were the dark night, the snowing weather condition, the airport perimeter fence, and the railroad track.